



CYCLEHART REGULATIONS

Issue #1.1 – March 2024



VERSION HISTORY

Version	Date	Description
1.0	January 2023	Creation of document.
1.1	March 2024	Technical refinements Competition Helmet Specifications



TABLE OF CONTENTS

1. Overview.....	4
2. Eligibility	4
2.1 Licences.....	4
3. Officials	4
4. CycleKart Technical Specifications.....	5
4.1 Inspiration.....	5
4.2 Wheelbase	5
4.3 Engines.....	5
4.4 Brakes	5
4.5 Wheels	5
4.6 Tyres	5
4.7 Suspension	5
4.8 Transmission	5
4.9 Rear Axle	6
4.10 Weight	6
4.11 Fuel	6
4.12 Ignition Cut-Out	6
4.13 Throttle	6
4.14 Bodywork	6
4.15 Exhaust System	6
5. Technical Controls	6
6. Safety	6
6.1 Medical Services	6
6.2 Clothing.....	7
6.3 Fire Extinguishers.....	7
6.4 Driving in Public area	7
6.5 Pre-Built Karts	7
7. Logbooks.....	7
8. Instructions to Competitors.....	8
8.1 Conduct.....	8
8.2 Parental Responsibility	8
8.3 Declaration.....	8
8.4 Compliance with Regulations	8



1. Overview

NORA Motorsport is a trading name of NORA 92 Limited. For the purposes of this document any reference to NORA can refer to NORA Motorsport or NORA 92 Limited.

No discrimination is intended where references are made to specific gender within NORA's Code of Practice and Regulations

The contents of this document are copyright and may not be copied without prior permission of NORA.

The NORA Code of Practice together with these Regulations, the Event Regulations and any Final Instructions shall apply to all CycleKart events held under a Permit issued by NORA 92.

CycleKarts are compact, lightweight sports machines, home and hand-made, normally by their drivers. They use simple components, often from go-karts, to provide low-cost fun. The term CycleKarts originated in the USA in the 90's but people have been building small evocations of full-size vehicles since the dawn of motoring. The inspiration for the design of each individual CycleKart derives from the heady and innovative world of pre-war racing cars.

2. Eligibility

2.1 Licences

- a. All drivers must hold a NORA 92 licence issued for the year of the event.
- b. Competitors can only take part in a vehicle that complies with the CycleKart technical specifications.
- c. For all NORA92 events the competitors must hold a current CycleKarts GB Membership.
- d. A One Event Licence grants the same benefits of an annual licence for the duration of one event only with regards to Rules and Regulations.
- e. A One Event Licence does not include Personal Accident Insurance.

3. Officials

The following officials will be present at each event. One person may hold more than one official position where this does not compromise safety.

Official	Responsibilities and Requirements
Clerk of the Course	Must be licenced by CycleKarts GB in line with NORA standards and regulations. Must attend the appropriate training session once every three years as a minimum Must be at least 18 years of age Will have ultimate responsibility for the good management of the event
Technical Official	Appointed by the Clerk of the Course to check compliance with any machine specifications as required
Event Secretary	Responsible for all administration connected with the organisation of an event
Marshal (Observer)	Will be briefed by the Clerk of the Course Must be at least 18 years of age



4. CycleKart Technical Specifications

4.1 Inspiration

The inspiration for a CycleKart derives from pre-war racing cars

- a. This can be a specific car, or in the spirit and style of cars that were raced in the pre-war era.

4.2 Wheelbase

- a. Wheel track must not exceed 1000mm (measured between contact patches).
- b. Wheelbase will typically be approximately 1675mm. If a greater wheelbase is required to capture the essence of the inspiration vehicle please refer to the Cyclekarts GB committee prior to undertaking the build.

4.3 Engines

6.5hp Honda GX200 or clone or electric motor (48V, nominal 3kW, 5kW peak)

- a. Engines may be modified but power is limited to 10hp.
- b. Maximum capacity 212cc
- c. Approval may be given to use an alternative engine where the selection is necessary to capture the essence of the inspiration car, but not in any circumstance where this results in an increase in power.

4.4 Brakes

All CycleKarts, must be fitted with an effective braking system. If the technical officer deems your brakes are ineffective, you will not be allowed to drive.

Rear (driven axle) brakes only. Can be mechanical or hydraulic.

- a. Exemption for road registered CycleKarts - we advise contacting the committee before starting your build.
- b. If cables are used to operate the main brake mechanisms, then the minimum cable diameter is 1.8mm and a secondary cable is to be fitted in case of cable failure.
- c. It must be possible to lock the brakes on (eg. handbrake or hydraulic line lock) and hold the cyclekart under engine load - mandatory from July 2024.
- d. e brakes must be applied when starting a cyclekart.

4.5 Wheels

17" wire spoke wheels (eg Honda C90 or similar / pit bike wheel). 18" permitted for Edwardian, please contact the committee first. Broadly, wheels are tall and skinny.

- a. Maximum rim width 1.85"
 - Exemption for rear wheel on three-wheel cars.

4.6 Tyres

Typically 2.5/2.75" but maximum of 3.25"

4.7 Suspension

- a. Front suspension schemes should follow the inspiration car. In our period this is usually leaf springs on a beam axle. Typically, this is 2 leaf springs running along the car, a single transverse leaf spring or 1/4 elliptic schemes. Almost all cars in the period use beam axles. A handful of potential inspiration cars have coil springs and/or independent front suspension through, for example a sliding pillar arrangement (Morgan and Lancia are most notable examples).
- b. b. Where the cyclekart is not following a specific inspiration car, leaf spring suspension must be used.
- c. Period style dampers can be used (they might not do much, but they can look great)

4.8 Transmission

The transmission system is a free choice - CVT, centrifugal clutch or belt clutch all acceptable.

A functional clutch which disengages drive to driven wheels must remain in working order at all times (electric CycleKarts are exempt)

- a. No manual clutch or manual gearbox.
- b. A reverse gear may be fitted.



4.9 Rear Axle

The rear axle design is a free choice - one-wheel drive, fixed axle or differential all accepted.

4.10 Weight

- a. The target weight is 100-125kg (maximum weight 150 kg with full fuel tank and no driver)
- b. Electric CycleKarts are weighed without batteries, Maximum battery pack weight is 32Kg.
- c. CycleKarts that are road registered will be handled on a case by case basis – we advise contacting the CycleKarts GB committee before starting your build

4.11 Fuel

- a. Any fuel used must be from a petrol filling station.
- b. Additives to prevent damage for Ethanol content (eg the change from E5 to E10) are permitted. No additional additives may be used.
- c. Maximum volume of fuel tanks is 5 Litres.
- d. Fuel tanks must be originally designed to be a fuel tank or the design must be submitted for review by the CycleKarts GB committee.
- e. Smoking or the use of mobile phones, e cigarettes or vapes in refuelling points is forbidden.

4.12 Ignition Cut-Out

All CycleKarts will be fitted with an ignition cut-out “kill switch” on the dashboard and clearly marked .

4.13 Throttle

All CycleKarts must be fitted with a minimum of two (2) automatic throttle closing devices.

4.14 Bodywork

- a. All bodywork must remain securely attached whilst driving. If bodywork becomes detached, then you must slow down immediately and return to a safe area (eg “paddock”) where the damage can be repaired.
- b. The bodywork and CycleKart must have no sharp leading edges.

4.15 Exhaust System

- a. All CycleKarts must have a securely mounted exhaust.
- b. All CycleKarts must have a suitable silencer. Individual venues may have specific dB limits which will be advised before each event.

5. Technical Controls

- a. All CycleKarts should be presented to the Technical Officer if requested, for examination before the start of any practice or at any time during the event as may be required by the Clerk of the Course to ensure that they comply with the requirements of the regulations.
- b. Any machine damaged in an incident can be recalled by the Technical Officer for re-inspection before being used again at the event.

6. Safety

Competitors must take responsibility for their own safety as well as the safety of others around them.

6.1 Medical Services

At all CycleKart events, including official practice, a qualified level 3 first aider (3 day first aid at work) must be in attendance. Organisers must ensure sufficient medical services for the type of event remain in place until the event has completely finished.

For venues running in remote areas where response times may be excessive or if mobile network coverage is intermittent, it is recommended that specialised first aid cover with one ambulance and ambulance technician be employed.

Each facility must carry a sufficient BS8599 first aid kit and the location of the kit and trained official must be clearly defined.

More information regarding first aid at work can be found at:
www.hse.gov.uk/firstaid/



6.2 Clothing

- a. For all competition events a crash helmet conforming to UK Motorcycle Road Law must be worn (Standards shown are correct at date of printing)
 - i. British Standard BS 6658:1985 and carry the BSI Kitemark
 - ii. UNECE Regulation 22.05
 - iii. A European Economic Area member standard offering at least the same safety and protection as BS 6658:1985, and carry a mark equivalent to the BSI Kitemark
- b. For non-competitive events drivers may wear period costume such as leather helmets.
- c. All competitors must wear appropriate protective clothing and gloves.
- d. The mouth should be kept clear of anything likely to cause blockage of the airway in the event of an incident, e.g. chewing gum.

6.3 Fire Extinguishers

Every NORA event must have a minimum of one 6Kg dry powder fire extinguisher, this may be substituted by 3 x 2kg extinguishers. The position of the extinguishers must be clearly marked. All extinguishers must have a minimum 34A 183B rating as well as a current certificate attached.

For events that include electric vehicles incorporating lithium batteries then a LithEx fire extinguisher must be present.

6.4 Driving in Public area

When being driven in public areas drivers must have been briefed not to exceed walking pace and must be mindful and give way to members of the public.

6.5 Pre-Built Karts

CycleKarts which pre-date changes to the definition and find themselves outside of the new rules and guidelines, will need to be submitted for review to the CKGB committee. They will be approved by the CycleKart GB committee, provided they are within the spirit and do not present a safety issue or have significant performance advantage.

NOTE: There are cyclekarts in the club that do not comply with the current rules but are permitted because they have applied for, and been given an exemption under the Grandfather Clause by the committee. This does not confer rights to any other cyclekart. Always build to the current rules.

7. Logbooks

A logbook helps to ensure the safe development, maintenance and operation of a CycleKart. It is highly recommended that a logbook is maintained and passed on with the sale of a Kart.

Logbooks should contain

- a. A description and initial spec of the CycleKart
- b. A record of changes made to the CycleKart
 - include date, reason for change, details of change
- c. Any events attended including:
 - Event details.
 - Pre-event checklist.
 - Issues identified.
 - Other useful information might include notes on the event, conditions, "performance".

Highlight issues (eg. draw in a tick box, use a highlighter, keep an issue register) so that you don't forget to go back and deal with them and make a record of how you addressed the issue.



8. Instructions to Competitors

All Event Regulations and Final Instructions issued for an event will have the same force as these Regulations but must in no way contradict it.

8.1 Conduct

Competitors, parents or associates failing to obey instructions given by officials of the event or deemed to have unjustifiably or maliciously jeopardised the efficient running of the event by not adhering to the Regulations or instructions, may be disqualified from the event.

8.2 Parental Responsibility

It is a parent's or guardian's responsibility to ensure that children stay within the confines of the event site and obey all instructions issued by the organiser.

8.3 Declaration

It is a condition of acceptance of entry that the promoters shall not be responsible for any damage to a vehicle or its accessories whether by fire, accident or other causes, nor for the theft of a vehicle or its accessories before, during and after the event.

8.4 Compliance with Regulations

Every driver, by entering or being entered, thereby acknowledges that s/he is bound by the rules and regulation of CycleKarts GB and NORA. This includes the NORA Code of Practice and these Standing Regulations together with any Event Regulations or Conditions and Final Instructions issued, to all of which s/he undertakes to submit and, moreover, renounces any right to have recourse to any arbitration or tribunal not provided for.